

**ON  
TRACK  
OFF  
ROAD**







## Decider!

The final moto gets underway at the 65th Motocross of Nations with only a section of the mammoth crowd at St Jean D'Angely forming a backdrop to this shot. The presence of Ryan Dungey ('1' on the Suzuki behind '113' Evgeny Bobryshev) and Ryan Villopoto ('3') inside the top three around the first corner helps Team USA go seven in a row at the annual extravaganza. Danny Seigl for Germany is just one rider who is wrecking at the back...

Photo by Ray Archer









**MOTOGP**

## **Getting closer...**

Win number eight in 2011 for Repsol Honda's Casey Stoner drew the inevitable slightly nearer after round fourteen of eighteen at Aragon. The Australian can win his second title in just two Grands Prix time in what will be the final thrash for the maligned 800cc motorcycles...

Photo by Honda Pro Images











### Clincher...

Yamaha held their first photo competition for the professionals between the Italian Grand Prix and the Motocross of Nations. Among the Monster Energy Yamaha photos submitted this podium image of Steven Frossard by [www.mx1onboard.com](http://www.mx1onboard.com)'s Juan Pablo Acevedo gained the most votes on Yamaha Racing's Facebook page...

Photo by Juan Pablo Acevedo









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**MX**

# 65th MOTOCROSS OF NATIONS

ST JEAN D'ANGELY (FRANCE) · SEPTEMBER 18th

Winners: USA (Baggett, Dungey, Villopoto)

Runners-up: FRANCE (Musquin, Paulin, Pourcel), AUSTRALIA (Metcalf, Moss, Reed)







# BORN TO RUN...

By Adam Wheeler, photos by Ray Archer





The gap is narrowing.

Team USA won the Motocross of Nations for the twenty-second time and the seventh in a row but they needed the 'big guns', the two 'Ryans', to dig them out of a nine point deficit to host country Team France going into the third and final moto at a jammed St Jean D'Angely. The margin had been seven points in a similar scenario twelve months earlier in Denver, and this time Christophe Pourcel's rear

tyre also intervened to quieten the majority of the huge crowd and drive this superb event into the throes of anti-climax.

The Americans came to the west coast of France sporting arguably the two fastest off-road racers of 450cc motorcycles in the world in their line-up, and taking a chance with rookie Blake Baggett in MX2 who was the standout contender for the reigning champions from the '11 250 National series. Dungey was



Chasing the pot of gold. Early morning warm-up and the weather is already giving a preview to the conditions that would force spectators to swap between rain coats and sunglasses throughout the day. The first moto would be the wettest and trickiest



solid, Villopoto (AMA SX and MX Champion) completed a remarkable racing campaign and Baggett was haphazard but had to contribute, and did so with his seventeenth position.

It is worth noting that Villopoto clearly enjoyed his success post-race and through dislodging Dungey as the most decorated mx-er this year (shame he didn't attempt the U.S. Grand Prix to really rub it in) but seemed to carry a downcast demeanour through the

weekend. Was the Nations one race too many after seventeen supercross and twelve motocross nationals? 'RV' should savour this one because the atmosphere, colour, costumes and banter among the burgeoning public enclosures was a perfect and customary annual reminder of what a colossus the Nations actually is as an event.

Further evidence that Team USA might not reach their previous best run of thirteen con-





Chad Reed took the first moto victory, exactly eleven years after making his Nations debut at the same circuit. It was his second win in the competition; the first was a decade ago at Namur in Belgium. The Aussies were thrilled to make the top three for the first time

secutive victories lay in the fact that they only claimed one of the three motos. Chad Reed stated he'd banished the ghost of his famous Millville crash (more than three million YouTube views and counting) by winning the first and the '1' point on the board helped the Aussies to a historic first podium slot. Gau-

tier Paulin continued a fantastic week on the factory Yamaha by taking the second sprint and giving the partisan crowd their orgasmic moment. Villopoto was supreme in the third while riders like Ken Roczen (overall MX2 winner), Tyla Rattray (driving force for South Africa on the 450), Jeffrey Herlings (omi-





One week after winning the Grand Prix of Italy with the factory Yamaha YZ450FM Gautier Paulin was again looking behind him. His success in Moto2 was his second in just two attempts at the Motocross of Nations. His entry to the 2012 MX1 World Championship should bring some exciting times

nously rapid on a 450) Tommy Searle (ditto Herlings), Evgeny Bobryshev (since when did Russia last shine so bright?) and Davide Guarneri (the saving grace in what was another Nations misery for Italy) were also able to smile into their beers to celebrate the end of the racing campaign on Sunday

night. Next year – let's hope the meeting will remain as a season-closer and not positioned between rounds thirteen and fourteen of the world championship – the sand of Lommel awaits and yet another worry for the holders of the Chamberlain cup that their time might be up.



Those clouds would deliver...Ken Roczen completed a fantastic season by again winning the MX2 class at the Nations (as he had done in 2010) and took the race to the 450s, beating Dungey to second place through the shower and mud of the opening sprint





Chris Pourcel had to pit with faulty goggles in the wet first race but was looking sharp to take on Villopoto and company in the last outing until his rear tyre folded. The former AMA SX Champ was punching the air with anger





With the force it took to snap Tony Cairoli's bars it is little wonder he hit the ground with enough force to break his left scaphoid. The World Champion attempted two laps of his second race but had to pull out through pain





Serenity now. St Jean D'Angely looked impeccable to welcome the hoards of fans. Not many circuits in Europe or even the world have the infrastructure to cope with the Nations nowadays







Tommy Searle's capabilities on the CLS Kawasaki KX450-F indicate that Great Britain will soon have a viable contender for Grand Prix wins in the premier class come 2013. Searle, who was 3rd in the 2011 MX2 World Championship was third overall on the day in MX1



The last time Marvin Musquin was at St Jean he walked away with the MX2 GP win and went on to a successful title defence. On this occasion he was the second of three KTMs at the top of the MX2 division and will be joined by Roczen in the AMA next year





Jeffrey Herlings uses the superior grunt of the KTM 450SX-F to leap over AMA Champion Dean Wilson. The Dutchman was an impressive third in the MX Open category









# CAIROLI HIGHLIGHT TOO SHORT AT ST JEAN...

By Adam Wheeler

For me the best part of the Motocross of Nations happened on Saturday.

A Grand Prix-sized crowd was already finding vantage points inside St Jean by the time of the Qualification Heats and once Tony Cairoli latched onto the rear wheel of Ryan Dungey in MX1 the whole 'Ryder Cup' element of this meeting burst forth. As Cairoli tried on numerous occasions to find a way past the American the attention of the public was clearly with the dice for the lead and what would be the best race of the weekend.

Witnessing French, British and German fans (amongst those easily identified) cheering on the world champion against one of the two best riders from the AMA sphere was just what everyone had come to see. I even found myself shouting for the Sicilian.

It was a sudden and exciting reminder of why this race is special.

The tussle was only for pole position (and maybe the writer inside me was working overtime) but I think it was evident that Cairoli was riding with a little 'extra something' in what was the first time he'd turned a wheel in anger since the death of his mother.

It was uncharacteristic that Tony missed the pre-event press conference on Friday (late travel plans) and he seemed to deal with the difficult subject sufficiently while onstage at the FIM Awards on Saturday night but it was a shame the meeting went all wrong for him (again as it did in 2005, 2007 and to a degree last year) on Sunday.

That extra fire he seemed to be flaming was ultimately his undoing with a crash on the first corner that set the tone. Sunday's motos were robbed of a Cairoli-Dungey part two or even with Villopoto, Paulin, Herlings (fantastically impressive on the MX1 KTM) and Reed thrown into the equation.

Being at the Nations was both easier and more hectic than a Grand Prix. It is without a doubt the biggest gathering of the campaign for so many people connected with the sport but the timetable is more relaxed (except famously for the riders with back-to-back motos on Sunday) and this helps immensely with workload even if we were at the track until past ten each evening which means dinner in McDonalds and – coupled with the Grand Prix at St Jean – I've had my fill of chicken nuggets for the year.







# MOTOCROSS OF NATIONS CLASSIFICATION

MX1 CLASSIFICATION		
Riders		
1	Ryan Dungey, USA	Suzuki
2	Tyla Rattray, USA	Kawasaki
3	Tommy Searle, USA	Kawasaki
4	Chad Reed, USA	Honda
5	Tanel Leok, USA	TM

MX2 CLASSIFICATION		
Riders		
1	Ken Roczen, USA	KTM
2	Marvin Musquin, USA	KTM
3	Joel Roelants, USA	KTM
4	Blake Baggett, USA	Kawasaki
5	Dean Wilson, USA	Kawasaki

MX OPEN CLASSIFICATION		
Riders		
1	Ryan Villopoto, USA	Kawasaki
2	Gautier Paulin, USA	Yamaha
3	Jeffrey Herlings, USA	KTM
4	Davide Guarneri, USA	Kawasaki
5	Kevin Strijbos, USA	Suzuki

NATIONS CLASSIFICATION		
Countries		
1	USA	26
2	FRANCE	39
3	AUSTRALIA	44
4	GREAT BRITAIN	46
5	BELGIUM	54



## EUROS FOR MONSTER ENERGY CUP...??

With the cream of the cream lining up for the inaugural Monster Energy Cup at the Sam Boyd Stadium in Las Vegas on October 15th the main issue for this massive event with a one million dollar prize fund has to be whether any European Grand Prix racers have been tempted.

An important factor of the meeting has to be hybrid track layout of motocross-supercross that apparently will not feature any whoops sections or major triple.

A straight-out supercross course would make the occasion pointless and even hazardous for any FIM World Championship riders unaccustomed to the AMA SX racing.

One potential GP star in attendance could be Monster Energy Yamaha's Steven Frossard but until the results of the Frenchman's chest scan (to examine if an air bubble in his lungs has diminished) are clear then this entry is on hold.

The only Euro on the start list at the time of going to press is France's Marvin Musquin. Britain's Dean Wilson is also supposed to be there but after his broken wrist in practice for the final National at Pala (and with which he struggled through the Nations) his participation has to be questionable.

## AND MORE...

\*Youthstream announce Thai Grand Prix from 2013 to 2015 with a rumoured venue said to be within two hours drive of Bangkok.

\*The Teutschenthal circuit has signed a deal to hold the Grand Prix of Germany for the next fifteen years until 2026. The contract protects Youthstream's interest for a territory that has

So far the roster includes the likes of: Ryan Villopoto, James Stewart, Chad Reed, Kevin Windham, Mike Alessi, Andrew Short, Justin Barcia, Jake Weimer, Brett Metcalfe among others.

As a curious aside...the U.S. Grand Prix in May was victim of minimal American participation from the leading AMA sect and suffered tremendously for it. It now seems the Vegas event could be denied some of billing from the rest of the world that could raise the spectacle above a standard AMA Supercross meeting.

This is hardly the fault of Monster Energy who have made a huge impact into motorcycle off-road racing in numerous corners of the world. It is more to do with timing, coming at the end of long seasons of racing, than any ambivalence towards the concept itself. There are still several weeks for more rider announcements to be made but the priorities for some that I spoke to at the Nations seemed to be a holiday and for others, like the factory Honda World Motocross crew, testing in Japan lies ahead.

Anyhow more information can be found **here**.

Check out a cool video link of Ricky Carmichael sussing out the design of the track.

grown massively in recent years and also grants the track near Halle a guaranteed position on the calendar when other sites - such as Gaildorf - have been looking to milk the cow.

\*It seems the provisional Grand Prix calendar will carry some changes to scheduling after the FIM congress this month.



# SIMPSON MAKES WORKS YAMAHA LINE-UP

Britain will have a factory representative in the 2012 FIM MX1 World Championship after Shaun Simpson was given the last coveted berth in the Monster Energy Yamaha set-up last week.

The Scotsman, a former British Champion (now 2011 Belgian Champion) and Grand Prix podiumer in MX2, endured a tough maiden campaign in the premier class finishing fifteenth in the final standings but allegedly never quite gelled with the LS Honda with which he was competing.

Simpson will now be the third rider on YZ450FM equipment and forms part of Steve Dixon's new Monster Energy branded team (Zach Osborne and Arnaud Tonus) as the British crew take on responsibilities for the MX2

class that were previously held by the Ricci and Gariboldi set-ups. At twenty-three years of age Simpson is ideally placed to kick his career up a gear and get back to the status of front-runner that he enjoyed at the beginning of 2009 until a horrific leg break while training effectively ended his season.

It is good news for Britain who can at least rely on Tommy Searle to push for the MX2 crown in what will be his last year in the category and Jake Nicholls now with factory KTM engines as part of Jacky Martens' Belgian team.

It is still not clear if Max Anstie will remain as a Grand Prix rider after a consistent rookie term. The teenager's heart is with supercross but latest rumours linked him with a saddle on a Honda Gariboldi machine for MX2 in 2012.



# MOTO3: IF THE TRAILER IS ANYTHING TO GO BY...

...then the film 'Moto3' will be indispensable viewing. Not just for motocross fans but an insight into why people ride and race off-road with some of the biggest names in the US and Europe (think Villopoto, Barcia, Roczen

etc) included. The film ships from the U.S from November 1st but apparently can also be downloaded. Worth getting simply for the videography, check out the clip below (jump forward a minute to avoid the ads) for proof...







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## GAINING PERSPECTIVE... By Adam Wheeler

Through my job it is inevitable that you build relationships.

Some racers are friendlier and more professional than others (would love to name names but maybe that's for another future blog) and even as a supposedly impartial observer you tend to find yourself willing an individual onto a good finish or enjoying the fact that a rider might have made a small milestone in their career.

As a consequence you become privy to some inside information that is highly personal, such as contracts.

Jose Antonio Butron was not shy in telling me of his plight during 2011 where riding for the KTM Silver Action team meant supplying 40,000 euros...and then worrying about a living. This talented Spaniard was leading the European Championship against a host of current GP peers until he wrecked his shoulder and then after recovering elected to jump straight into world championship racing. He is highly rated and still young (twenty) and yet needs to pay his way.

This idea might seem abhorrent to those who remember - and believe - that motocross should still be about rolling up in a van, pitching the bike under a tent and taking on the world's best at a Grand Prix. There is a romantic nostalgia to it, but any motorsport (or sport) in the twenty-first century now has to present a certain level and package not only in hope of expansion and reaching an extra audience but to keep and maintain current commercial interest.

Manufacturers of dirtbikes cannot pay what would be deemed a 'correct' salary in most

people's eyes simply because of the size of the market. If it wasn't for title sponsors (and 'saviours' in the forms of energy drinks) then the AMA and Grand Prix paddocks might look quite different; perhaps a regression to older values of the sport might occur. Of course there is extra promotional value in achieving success and for a company like KTM that have their core business based around off-road motorcycling it makes sense to have a rider like Tony Cairoli happy with his 'take home'. When racers like Butron have to self-finance themselves (luckily he had a half-decent season and seems on the edge of a paid-ride) and some factory riders are offered a salary placing them on a par with a train driver then it does beg the question whether the perils are worth it.

Nobody pushes these guys onto bikes and then come back from injury when they can barely walk properly but the risk versus the reward in many cases is absurd. I did a couple of interviews with Max Nagl, Rui Goncalves and Shaun Simpson in Italy just to find out exactly why these guys feel they need to put their neck on the line and perhaps because it was the last GP of the year the answers were quite curious. Look out for the story in a future issue of OTOR.

The reason I came to think about the place a motocross racer inhabits in this world came about through learning of MX2 GP rider Swian Zanoni's sudden, tragic and violent death at a Brazilian national race two weeks ago. 2011 was his first season in the world championship and I chatted to him on several occasions and found a young, typical Brazilian: cheerful, passionate, determined and a little crazy. Whatever he got from the sport you only have to hope that some part of it - spiritually or financially - was worth it.







# WATCHING...

Words by Adam Wheeler, Photos by Ray Archer

For the last ten years it has been easy to see FIM World Championship through a screen with the unabashed march forward of technology surrounding home entertainment: digital television, internet transmissions, High Definition, evolving cameras, even 3D. There are a number of ways in which a sport can now try to grab a casual TV viewer's attention. Since the turn of the century promoters from Dorna to Youthstream have held a live TV production at the heart of their philosophy for distributing a Grand Prix to the world. Quite rightly it is an essential but very costly promotional tool. Whatever anyone's opinion of the suitability of a live broadcast the alternative doesn't bear thinking about if the sport is to attempt to expand.

Youthstream, like Dorna before them, employ a dedicated team to bring each round of the series into people's homes and the investment

into this crew of 25-30 skilled professionals, up to fifteen cameras (depending on the track), onboard units and a separate squad to work on gathering news and features for highlights and 'magazine' contents is immense. Add to that the forward-thinking launch of subscription based internet channel [www.mx-life.tv](http://www.mx-life.tv) and ideas such as the live Saturday studio show from each race and 2011 overall has been a hefty weight to bear.

OTOR spoke to the head of production, Giorgio Faraldi, an Italian working in television for twenty-one years and with previous experience in MotoGP, WRC and Formula One, now in his sixth term with Youthstream. We also threw a few questions at Pauli Subira, a Catalan – again with a wealth of sporting experience - responsible for the measures that Dorna introduced when they covered the series from 2001 to 2003...



## **GIORGIO FARALDI...**

**You are head of a live production at each Grand Prix. It seems a big major job to direct a big crew both out on the track and within the Outside Broadcast truck. What else is there to it?**

GF: I start Wednesday by looking at the track and if I know the place and it hasn't changed much then I can use knowledge from the past. I have to decide the positions for each camera in order to cover the whole layout but also the advertising. The hardest things are the positions of the bridges. I'll have to plan it on paper and then try and get the camera very close to those bridges. If we have five or six bridges then it is not easy to try and cover everything. It is a challenge though! I then have to note the height of the camera positions and the scaffolds. Sometimes we just use tripods and other times we have towers and we decide on the cameras; sometimes Low-Boys, small lens, wide-angle lens, sometimes big a 55 or 70 and I have to decide all these details. When the crew arrives the set-up begins and it involves between five to eight thousand metres of cable being rolled out around the circuit. It is a big job and harder when it is raining. We finish the set-up by Saturday morning ready for the technical test. This year has been the most important and also the hardest because we have covered all the classes, sometimes we

are filming for five hours or more on a Saturday. For the studio show we had to improvise and use two of the cameras; it means a lot of co-ordination.

**What about inside the OB van, the nerve centre of the production? What is going on with all the shout and screens? Seems a lot to deal with...**

GF: It is hard to explain if you haven't seen it! There is a shot change every three, four or five seconds and every image is under my order. So each time I have to explain to the cameraman to be set for the next shot, the mix operator and the AVS operator (who has a computer that records every image and I can use him for a replay) behind him. The graphics guy is also under my control. It is a team job though because I cannot do everything so people take care of their own roles, for example, the AVS operator might see a crash and will offer me a replay, so we count it in and five seconds later it airs. I have to be fast and have my eyes everywhere. I have an assistant, Adriano, who helps me with the sporting side, so he keeps an eye on the classification or the championship picture or an overtaking move I couldn't see. We have cameras covering two positions usually, it is not like MotoGP where they have a camera for each corner, so it is not easy.



Faraldi pictured centre in the Youthstream OB Truck









**Can it be difficult to make MX look good? To take that great spectator experience from the track to the home?**

GF: We know the bikes and the riders but when we have the mud it is really hard. We have to follow the times but it is updated only three times a lap, so it is not the best way. For the live broadcast you can't exactly show the best side of the sport. If we make a report with an ENG (electronic news gathering) camera he can stay close to the track and show the jump from the most exciting angle. For the live you have criteria to take care of, like I said before... we try to do our best.

**Is motocross a good sport for TV?**

GF: Good question, and while I think 'yes' I'm not completely sure. I like motocross, and I like television so I like to see the bikes jumping. Every camera shot is a challenge for me to try and make the sport look the best it can be. It is not easy to be happy with every shot all the time. I enjoyed myself at Matterley Basin; that was a good track for TV.

**Will it be difficult for the coverage to move into HD?**

GF: It would be a big investment for the 'live', not really for the highlights and we are almost ready in terms of the equipment but for the 'live' we would have to change everything, virtually throw away the TV truck, cameras everything...!

**It seems onboard camera technology is getting better with more reception and smaller, lighter units. Will we see more angles in the future?**

GF: I think so but it depends on the rider and every year it is better and better because they understand that it is an important part of the production and the top guys recognise this. The next step is to get cameras on the bikes but this needs an agreement with the teams and that is trickier to do.



## **PAULI SUBIRA...**

**You were new to motocross when you were assigned to take control for Dorna in 2001. With hindsight what were your impressions?**

PS: Motocross is one of - if not the - most difficult sports I have encountered in terms of planning and executing a production. You need a lot more 'means' to be able to cover it sufficiently and at a good level and the working environment and conditions are not 'typical' for a live production, especially compared to say an asphalt racing circuit where all the camera positions are marked and there are fewer black spots to deal with. The track can change every lap. It is 'alive', and with motocross having some fantastic action through the field, not just at the front, it can be almost impossible to cover everything. We mustn't forget that motocross is high speed racing, there is overtaking but also jumps. To really show these dynamics of the sport requires different camera perspectives, some perhaps not so safe or not really showing the possibilities of the track. There is a lot of pre-production work to be done so that



when you arrive to the OB van and all the angles are there then you are showing the sport in the best way possible.

**In what ways did Dorna make a push in terms of their TV production?**

PS: Dorna made a big investment by establishing a crew experienced in motorsports and one that could consistently work together. That crew was able to learn and ultimately love the possibilities of the sport to bring it to people through the screen. At the time we brought in super-slow-mo cameras, onboard cams, better graphics and an idea about where we could find new positions to really cover the speed and jumps. To have all this required a big investment and I think Dorna showed everybody that motocross can be just as attractive as any other motorsport through television. After Dorna I worked with Youthstream and I saw an attempt to maintain the standards that were set.





**Where do you see the challenges of heading-up a motocross live production and what is the next step?**

PS: There are two challenges. The first is to explain what is going on. The race is a story and the viewer wants to know what is going on, who is winning who is losing while also keeping an eye on any other details. The second, just as important as the first, is to try and make the viewer at home feel like they are at the circuit, but then they have much more information at their disposal; a full view of a lap, times, replays and so on. I think today – to make motocross a richer viewing experience – the use of 3D will really immerse the viewer than ever before. We have used 3D in numerous sports I think motor-sport is now knocking on the door and for me, more than MotoGP or F1, motocross has much more potential for this technology. The other side of the coin is that from a technical side a 3D production is a lot more complicated than 2D.

**What about HD?**

PS: I think HD is now a base requirement. You can't get away from the fact that this is where sports productions need to be and then 3D is the next step.

**What do you think about pay-per-view internet transmissions?**

PS: If you want people to pay then you have to offer more than just exclusive contents or access to a GP. There has to be real quality in the transmission because why will people pay to watch through a computer if they can find coverage through a TV channel? I think a reach through internet will allow for bigger diffusion, especially in the future, but the contents really have to be worth it to ask people to take out the credit card.

**Look out for a future OTOR feature where we will dissect the importance and relevance of internet TV...**





# ***THIS IS HOW CHAMPIONS***

***KEN ROCZEN & TONY CAIROLI, 2011***

One dominates the MX2 class in his debut year with KTM and wins his first world championship title with the KTM 250 SX-F. The other continues the success story of the KTM 350 SX-F in the MX1 class and celebrates his second world championship title with this unique bike. Ken Roczen and Tony Cairoli – victory at the double!



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**MotoGP**

# GRAN PREMIO DE ARAGÓN

MOTORLAND ARAGÓN · SEPTEMBER 18th

MotoGP winner: Casey Stoner, Honda

Moto2 winner: Marc Marquez, Suter

125cc winner: Nico Terol, Aprilia

# STONER RUMBLES ON TOWARDS TITLE

By Gavin Emmett

Photos by Monster Energy/Milagro, [www.yamahamotogp.com](http://www.yamahamotogp.com),

Honda Pro Images, Ducati Corse Press





Well, that was that then.

Jorge Lorenzo's title fight-back lasted all of one round, and with four GPs remaining and a 44 deficit, as the Mallorcan himself said after the race: 'It is Casey's championship to lose now.'

Stoner bounced back from his fatigue-affected third place in Misano to clinch his eighth win of 2011 at Aragón, and the dominant fashion in which he did so suggests that he could easily wrap up the title before we get to the final meeting of the season in Valencia. If Australian fans are extra-lucky, the New South Welshman could even be toasting his second crown with a tinny on the cliff-tops of Phillip Island in two races time.

Whilst the special one-off Repsol livery was a bit of an eyesore the performance was not and Stoner's weekend was a virtual repeat of the previous season's at the desert track only this time on board a shockingly orange Honda instead of the red works Ducati. A new pole position record was followed by a new race lap record, ending with a comfortable victory and a healthy eight-second advantage over teammate Dani Pedrosa.







A successful championship defence is now looking like a tall ask for Lorenzo. His third position at Aragon still marked an improvement on 2010 when the Spanish venue saw one of only two on-podium finishes for the champion that year

The celebrations were capped with a now-familiar stand-up wheelie from the Aussie, whilst a dejected Yamaha camp were left scratching their heads over grip issues which seemed to affect everyone except the top two Honda riders. Ben Spies had led off the line, but was quickly usurped by Stoner and then Pedrosa.

The Texan seemed comfortable in third until Marco Simoncelli squeezed past, only for the Italian to run off track as he showed signs of the tyre issues plaguing the majority of the field. Soon Spies was suffering his own problems with the rubber and reigning World Champion Lorenzo took full advantage.





Ducati seem to have finally seen the light at the end of the tunnel; at least through Valentino Rossi's eyes. The price for further improvement as a competitive package was a pit-lane start

In his title-winning season, Lorenzo had a handy knack of being able to ride around problems to churn out quick laps, however this year when the problems have struck he is unable to maintain the pace set by the Hondas. The latest two examples of this have come at Indianapolis and Motorland Aragón, both

tracks with fairly new surfaces, and at both he has encountered grip problems.

After the embarrassment of the riders' indecisions, all MotoGP riders and teams will finally be heading to Japan now, but considering Stoner's current form it may not even matter





Repsol Honda sport the David Delfin designed livery that was supposed to be a celebration of 'superheroes and their super powers'. Judge for yourself

to Lorenzo if he were to miss out in Motegi. As Matt Roberts explained in the last edition of this magazine, the Twin Ring is a Honda-owned, stop-start track where the Australian won last year and which should suit the 2011 RC212V to a tee.

This is then followed by another favourite in Australia where the number 27 has won for the last four years in a row, so the chances of him leaving the Island with his second world title are odds-on.



Where's the grip? Ben Spies continues to grasp for the same set-up and feeling that let him dominate at Assen





Backs to the wall. Riders like Marco Simoncelli have been blessed with the best Honda RCV in five years of the 800cc era but Stoner has been unstoppable this season





Marc Marquez drew closer to Stefan Bradl in the Moto2 series with his 17th win from the last 27 races in 125 and Moto2 classes. This was his first on home turf with the Suter





Cal Crutchlow would get into the top ten and beat Valentino Rossi by just two tenths of a second for ninth spot; his best finish in nine Grands Prix

















# ARAGÓN INJURIES TO DISRUPT MOTEGI ENTRY

The season of despair continues for Loris Capirossi. Having announced his farewell to the sport at the end of the season in Misano, the Pramac rider cleaned Toni Elías out of the Aragón race and dislocated his right shoulder in the process.

Already lying in last place of the regular MotoGP riders, he could well miss out in Japan, and the flyaway races in Australia and Malaysia also look in doubt. It is such a shame to see a glorious career end in this ignominious manner, and the veteran of 326 GPs and three world championships looks set to permanently sit on an agonizing 99 podium finishes.

He may be joined on the sidelines by fellow satellite Ducati rider Karel Abraham, whose high-side in turn two of the race compounded the Pramac Team's misery by sending Randy de Puniet into the gravel. Unfortunately for Abraham, after groggily getting to his feet he was then forced to spend the night under observation in a local hospital, and although he should be fit for Japan, the past suggests it is not a foregone conclusion; having made the trip to the US he missed out in last year's Indianapolis GP with ongoing dizziness from

concussion suffered at his home round in Brno two weeks previously.

It had looked set to be a bumper grid in Motegi, with Honda test riders Kousuke Akiyoshi and Shinichi Itoh granted wildcards to ride in their home GP in order 'to bring courage and show support for the East Japan area,' according to an HRC press release.

It will be a particularly poignant event for the 44 year-old GP veteran Itoh, who lost close family and friends in the tsunami disaster but escaped himself as his house lay just outside the reach of the floods. With a solar generator powering his residence in Miyagi prefecture, Itoh helped in the immediate aftermath by providing food and shelter for affected local residents, despite his motorcycle business having been destroyed.

Having already announced his retirement from racing he got back on the track earlier this year to raise funds for tsunami victims, and joined Akiyoshi and Ryuichi Kiyonari in their Suzuka 8-Hour win before being confirmed for the Japanese GP - this should be his last ever race appearance.





# TISSOT RACING TOUCH LAUNCHED...

If you've watched MotoGP at any time for the last ten years then it would have been impossible to miss the presence of fine Swiss watchmakers Tissot. Their role seems to extend beyond just official timekeepers with a sizeable representation carried through their Tissot Pole Position Awards.

An association with Nicky Hayden and several official MotoGP timepieces makes sure the company is firmly aligned with the sport and its values of precision engineering and cutting edge technology; exemplified by the new Tissot Racing Touch. This model carries a very

practical purpose to the innovative Touch activate functions, of which there are eleven for this unit. The easy-to-use stopwatch capability turns the tactile watch into a high-tech personal trainer it also has dual time-zone capability, a compass and a backlight. There is even a tide-calculator to cater for optimised hours spent at sea or on the beach.

The promo copy ends with: 'And providing a fitting outfit for the unique and proven Tissot Touch technology are fashionable colours clothing dynamic, robust materials.' For more info look [here](#)







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# DUCATI KEEP ON... By Gavin Emmett

Ducati wheeled out yet another revised version of the Desmosedici at Aragón for Valentino Rossi, this time featuring an aluminium front section of the bike, aimed to give the Italian more front-end feeling.

Ducati have always steered (excuse the pun) away from following the Japanese tried-and-trusted twin-spar frame, preferring to discover innovative solutions to the problem of fitting a motorcycle together.

First there was the steel trellis, which is now as synonymous with Ducati as the Desmodromic valve system. This signature frame was followed firstly by a carbon-fibre swingarm, which then followed to the engine becoming a 'stressed member' of the bike upon which the other elements were mounted.

Ever since Rossi first straddled the bike at Valencia last year, he has urged on the factory to radically develop the bike, which led to the unveiling of the GP11.1, then the de-stroked 2012 machine, and finally the latest incarnation. The desperation to turn things around for their new hero is evident.

His crew chief Jeremy Burgess explained to me in Aragón, 'aluminium is a material us race engineers are a lot more familiar with and should be able to provide us with feedback much more quickly.'

Although the team were coy about the possibilities of building a full aluminium frame, a test at Jerez this past week suggests one was in the pipeline all along, and unofficial reports are positive about the results.

Of course at Aragón the use of the new aluminium front section meant Rossi was forced to start the race from pit-lane after using a seventh engine in warm-up. This deliberate ploy by Ducati meant he had breached the six-engines-per-season regulations, but will have a nicely fresh engine for the weekend at Motegi.

It quickly became clear why Ducati had chosen to take the hit of a pit-lane start at the Spanish track as opposed to Japan, with Rossi quickly tagging on to the back markers after having gained three places with the first-lap crashers. He suffered tyre fade in the latter stages however and lost out in an entertaining scrap with MotoGP rookie Cal Crutchlow for ninth place.





# CLASSIFICATION & WORLD CHAMPIONSHIP



## MotoGP RESULT

### Riders

1	Casey Stoner, AUS	Honda
2	Dani Pedrosa, SPA	Honda
3	Jorge Lorenzo, SPA	Yamaha
4	Marco Simoncelli, ITA	Honda
5	Ben Spies, USA	Yamaha

## MotoGP CHAMPIONSHIP STANDINGS (AFTER 14 OF 18 ROUNDS)

Riders	Points
1 Casey Stoner	284
2 Jorge Lorenzo	240
3 Andrea Dovizioso	185
4 Dani Pedrosa	170
5 Ben Spies	146



## Moto2 RESULT

### Riders

1	Marc Marquez, SPA	Suter
2	Andrea Iannone, ITA	Suter
3	Simone Corsi, ITA	FTR
4	Alex De Angelis, RSM	Motobi
5	Aleix Espargaro, SPA	Pons Kalex

## Moto2 CHAMPIONSHIP STANDINGS (AFTER 13 OF 17 ROUNDS)

Riders	Points
1 Stefan Bradl	221
2 Marc Marquez	215
3 Andrea Iannone	132
4 Alex De Angelis	122
5 Simone Corsi	115

## 125cc RESULT

### Riders

1	Nico Terol, SPA	Aprilia
2	Johann Zarco, FRA	Derbi
3	Maverick Viñales, SPA	Aprilia
4	Efren Vazquez, SPA	Derbi
5	Luis Salom, SPA	Aprilia

## 125cc CHAMPIONSHIP STANDINGS (AFTER 13 OF 17 ROUNDS)

Riders	Points
1 Nico Terol	241
2 Johann Zarco	205
3 Maverick Viñales	177
4 Sandro Cortese	169
5 Jonas Folger	130



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## GOING AROUND THE WORLD...

By Gavin Emmett

The calendar for the 2012 MotoGP World Championship was announced just before the Aragon race and there weren't too many surprises but I bet it won't be too long before we're going to have a 19 or 20-race MotoGP season, which I'm sure will delight some of the paddock's nay-sayers.

Despite some people's negativity about the future, there are still lots of countries vying for a place on the prestigious MotoGP calendar; The Circuit of the Americas in Texas is set to join the two other USA rounds in 2013, and there is a contract in place to run an Argentinian leg also in two years' time - a contract signed by Argentine President Cristina Fernández de Kirchner herself. There are consistently talks about taking the sport to new horizons like India and Russia, and some paddock sources also insist a popular trip back to Brazil could be on the agenda with the country's revival well on the way.

Even if a 20-race season could even be envisaged, it still means that some of the current 18 rounds will probably need to make room, and the likes of Estoril will be nervous. The Portuguese track is one of two rounds 'subject to contract' for next year, but considering the other of those is Jerez - a true pilgrimage for motorcycle race fans - then Lisbon's coastal circuit could come into the firing line. Consider also the fact that the Portuguese government stumps up much of the cash for the right to hold a race and therefore the current situation with the Portuguese economy makes a lengthy new contract look unlikely.

Next year's German race is also left with a big question mark next to it as contract wrangles continue between series organisers Dorna and the Sachsenring. The race promoter is the Saxony branch of the ADAC (German motor-sport federation) and they claim to be making a loss as things stand.

Having been to GPs at the Sachsenring for over a decade now, and having seen that the crowd figures of 230,000 over the race weekend and well over 100,000 on race day are no exaggeration, I personally cannot see how this is possible considering ticket prices of around 70. Either way, I cannot envisage the prospect of there not being a German round of the series, and I honestly believe neither Dorna nor the national ADAC would allow that ever to happen. Other circuits like the Nurburgring and Lausitzring will be watching proceedings carefully.

With MotoGP entering an exciting new phase with the return of the 1000cc bikes, expanding the sport's global appeal by returning to South America or opening up interest on the Indian subcontinent is another way of supporting an extension of the season to 20 races. Many people in the sport would surely be against this move, but others may deem it necessary to start taking it out of the traditional European heartlands to areas of increasing power and development in order to ensure its survival. Just a quick glance at F1's 2012 calendar with just eight European rounds may just signal a similar future for MotoGP.



**Clement Desalle**

Team Rockstar Energy

Suzuki World MX1

PH: Ray Archer

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# WILSON OUT AND FACING FITNESS RACE

Dean Wilson suffered a crash in practice at Pala and knew his wrist was sore but they taped it up and he felt good enough to go 1-1 at the race. He thought nothing of it. Then he showed up in France and shook down his bike, and he realized something was wrong. "It really hurt," Wilson said. "I just thought 'this is going to be a long weekend'" But he didn't want to know what was wrong with it because

he didn't want to have it in the back of his mind while he was trying to race. He rode solid to ninth in the first moto despite a first-turn fall with Antonio Cairoli, and then had a big crash in moto two. Afterwards, he had an X ray and he showed up at the after-party with a cast on. He wouldn't say if it was or wasn't his scaphoid but would only say "it's broken." He's out for at least 8-10 weeks.





# MEC: UPDATE ON ENTRY LIST FROM USA

The Monster Energy Cup was going to be Wilson's big 450 debut in the USA, but now he's off the gate. The line-up is changing all the time, actually. At first, Ryan Villopoto was dead-set against racing it, as it interfered with his planned honeymoon, but now it sounds like he's in for the million-dollar race. Also signed up is his Monster Energy Kawasaki teammate Jake Weimer. Chad Reed was formerly in but in

France he said he wasn't racing. Now, it seems he may be racing after all. James Stewart is still a question mark until we know what team and bike he'll be racing in 2012. Ryan Dungey is also a question mark, as he will technically (according to his contracts) only have a couple of weeks on his new KTMs (although he's already riding them now). We'll keep you up to date as we learn more.

By Ray Archer





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## LES BLUES...

By Steve Cox



International travel is fun. Kind of. It's always good to head to the Motocross of Nations, and to be honest I prefer it when the race is in Europe instead of the USA. US fans just aren't as over-the-top as the Euro fans are, and that's most of the fun of the event.

I made a quick trip out of this year's MXoN, though. I flew from LAX on Wednesday and landed in Paris on Thursday. I spent the night in Paris, bought a Louis Vuitton wallet (as I figured I can buy style, even if I don't really have style), and then headed to the track on Friday, where I was slated to race pit-bikes.

And this is where my misadventure begins. First off, we got no practice. And somehow I was in the first race, which meant I couldn't even see how anyone else was going around the track. Then I wheelied coming out of a turn and my left shoulder came out of the socket. And that was pretty much that, folks.

Team USA, along with me, consisted of Dean Wilson's mechanic Paul Perebijnos, and although Paul was the fastest guy on the track, he ended up losing in the semi finals due to a couple of falls. He finished third overall.

Then, for the rest of the weekend, I had to deal with shooting photos with one shoulder that was only partially operational. At least it was my left shoulder, though. That made things a little easier than they could've been.

Sunday morning, I had an amazing massage on my shoulder by Heidi, who Monster hired

for that exact purpose. Afterward, I was very sore, but about an hour later, I felt like my shoulder had been somehow miraculously healed. I joked with her about marriage. I was only mostly kidding but I think it scared her off anyway.

I shot the race, put out some words and photos for Monster and Motocross.com, and then headed to the after party where I briefly witnessed a lot of dirty dancing among people I didn't expect to see dancing that way together, and I was goosed by Tommy Searle.

But I had more work to do, and an early morning train, so I headed out at about midnight back to my hotel – at a local castle – and packed up. The next day was the longest day of the year. On two hours' sleep, I took a train to Paris, a cab to the airport, and a direct flight that left Paris at 4:45 pm and landed at LAX at 7 p.m., 11 hours and 15 minutes later. And I made sure not to sleep on the flight just so I could once I got home.

I spent about two hours in immigration at LAX, then an hour driving home, and another hour posting my photos to my server.

All told, on two hours' sleep (plus maybe an hour while on the train), the Monday after the MXoN was 27 hours long. And I got sick to boot.

But it was worth it to witness yet another epic Motocross of Nations.





## BACKPAGE

The **Monster Energy Girl Search** is now on... [girls.monsterenergy.com](http://girls.monsterenergy.com)

Photo by Ray Archer











# ON TRACK OFF ROAD

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**'On-track Off-road'** is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at [www.ontrackoffroad.com](http://www.ontrackoffroad.com) every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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